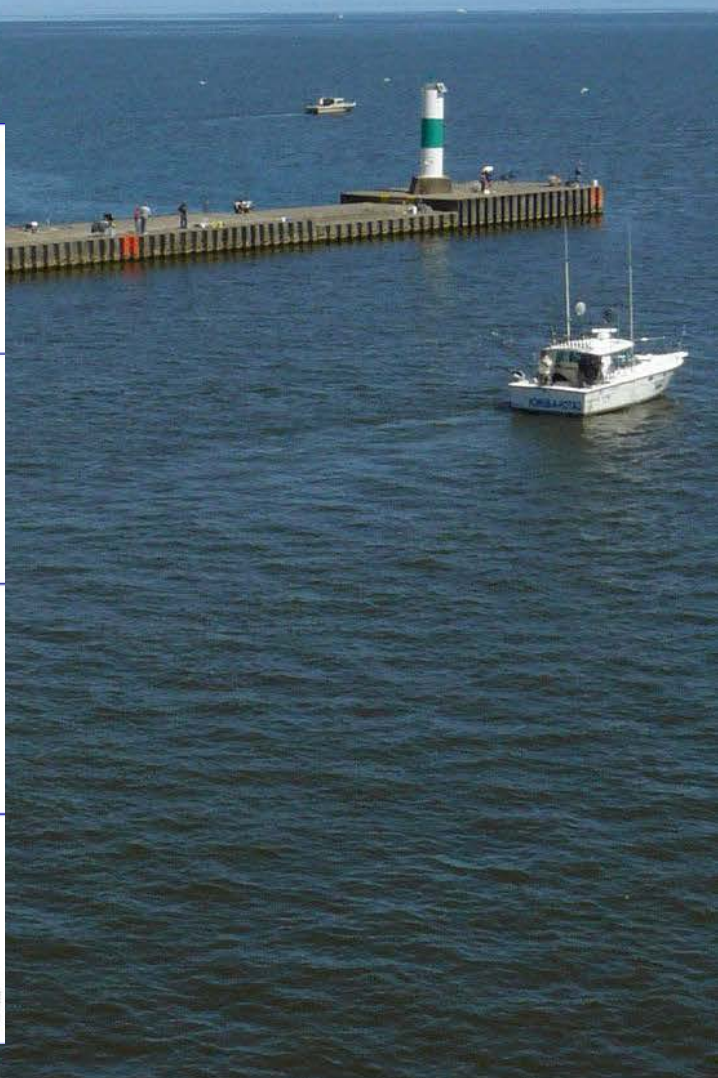
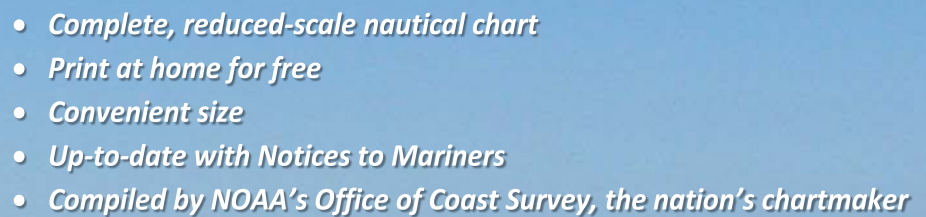


A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17320>.



(Selected Excerpts from Coast Pilot)

Frederick Sound has its entrance from Chatham Strait between Kingsmill Point and Point Gardner and extends NE to The Brothers and Cape Fanshaw, at the entrance to Stephens Passage, and SE to Dry Strait, a high-water boat passage connecting it with the E end of Sumner Strait. The sound is open and clear of obstructions, and has few offshore dangers to navigation. The shores and islands of the sound are all high.

The Brothers, large and small islands, are about 2.5 miles off the W shore at the junction of Frederick Sound and Stephens Passage. Secure anchorage for small craft can be found in the narrow passage

close W of the **West Brother Island** and between it and the small islet surrounded by reefs close W. The entrance is from S, passing close along the W shore of the West Brother Island. The N approach is foul. Three to four knot currents have been observed between The Brothers. Tide rips can occur at the northern end of the passes between the islands. The passage between the East and West Brother offers deep water. A foul area extends 0.5 mile S of East Brother and should be avoided. The passage between East Brother and the island to the E has a shoal laying 0.15 mile E of East Brother.

Chapin Bay is a small inlet on the N side of Frederick Sound, and on the SW side of Point Napean (57°08.5'N., 134°17.5'W.), affording secure anchorage in 9 to 11 fathoms, sandy bottom. A reef, marked by kelp, with a least depth of 1.8 fathoms in 57°07'47"N., 134°19'09"W., is 0.6 mile NE from the W point at the entrance. A ledge, bare at half tide, is 330 yards SW from the N point at the entrance, and kelp shows about 400 yards S of the ledge. There is also kelp in the middle of the channel, about 0.8 mile inside the entrance, and a shoal extends 150 yards E from the point on the W side of the S entrance to the narrows.

It is safest to enter Chapin Bay at low water. Enter about 400 yards SW of the half-tide ledge off the N point at the entrance and keep the N shore aboard at a distance of 200 yards until in the narrows. A midchannel course leads safely to anchorage in basin above narrows.

Herring Bay, NE of Point Gardner Light, has its entrance between **Point Brightman** and the point to the N that separates Herring Bay from Chapin Bay. A tongue of land, prolonged by rocks, reefs, and kelp patches, extends to the SE, dividing the bay centrally into two parts. There is a fair anchorage, open to the SE, in the SW corner of the bay, about 0.8 mile from the head. To make this anchorage, follow the S shore at a distance of about 0.4 mile, the chart being the guide.

Carroll Island (57°01.7'N., 134°28.5'W.), on the N side of Frederick Sound, is a small island about 5.5 miles SW of Point Brightman and 4.5 miles E of Point Gardner Light. The island is conspicuous, but appears as a point of the main shore.

Yasha Island, about 3.5 miles SE of Point Gardner, is small, low, wooded, and surrounded by kelp to a distance of 200 yards. A rock with a depth of 1¼ fathoms over it is about 1 mile 318° from the N point of the island. A lighted buoy marks the NNW side of the rock.

Heavy tide rips will be found between Yasha Island and the buoy. These tide rips sometimes extend across to Point Gardner and along that shore E as far as Carroll Island, and are dangerous for small boats.

Port Malmesbury is on the E side of Chatham Strait, 17 miles N of Cape Decision. On the SE side of the port are two arms; one about 1.7 miles inside the entrance and the other near the head. The NW side has a short arm about halfway between the entrance and head of the port.

Point Harris, the N entrance point to Port Malmesbury, is a bare rocky platform, 40 to 50 feet high, that extends 0.2 mile out from the tree line. **Point Harris Light** (56°17'25"N., 134°17'58"W.), 32 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the point. Back of the point the land rises gradually at first and then more abruptly, to form a prominent detached peak. This mountain has a dark green growth of timber on the W slope and a large yellow landslide on the S slope.

One-half mile E of Point Harris is another prominent point. Its face is a steep bluff of light gray rock. The land rises abruptly here to form a small knob; the low land back of the knob rises uniformly to the first-mentioned peak.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

Corrected through NM Mar. 01/08
Corrected through LNM Mar. 04/08

HEIGHTS

Heights in feet above Mean High Water.

NOTE C NEVA STRAIT

All aids, channels, and dangers are not shown on this chart. Use chart 17324.

NOTE F

PERIL STRAIT AND SERGIUS NARROWS
Some aids, channels, and dangers are not shown on this chart. Use chart 17323.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE B SITKA AREA

Some aids, dangers, and cable areas are not shown on this chart. Use chart 17327.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with elevation and the higher elevations are bare.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been reported near Cannery Point on course to Tenakee Springs.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE E CAUTION

Numerous shoals in Rowan Bay and along the edges of the entrance channel cannot be adequately shown on this chart. Mariners should exercise caution and it is recommended that chart 17370 be used when navigating within the area.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 6° from the normal variation have been reported in Chatham Strait in mid-channel between latitudes 57°15'N and 57°23'N.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.281" southward and 6.375" westward to agree with this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Althorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I., AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I., AK	KZZ-91	162.450 MHz
Creig, AK	KXI-80	162.475 MHz
Juneau, AK	WXJ-25	162.550 MHz
Sitka, AK	WXJ-80	162.550 MHz

NOTE D CAUTION

There are numerous uncharted rocks in Chaik Bay which are a hazard to navigation. The mariner should use caution when navigating in this area.

Mercator Projection
Scale 1:217,828 at Lat 57°00'N
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

FISHERY LIMIT

Fishery limit is the limit of the State of Alaska's fishery management authority (except for crabs) in accordance with Section 306(a) of the Fishery Conservation and Management Act, where that limit is seaward of the territorial sea.

NOTE G CAUTION

Previously uncharted shoals and dangerous rocks have been located and others may exist in Kelp Bay. Extreme caution should be exercised when transiting this area.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) o (Approximate location)

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
5990.....59,900 Microseconds
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

7960-X 7960-Y
5990-X 5990-Y 5990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 8, Chapter 3 for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fi flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
ZL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOAA and its partner, OceanGrafix, offer free, accurate, and critical corrections. Charts are printed on demand. Editions are available 5-8 weeks before the printed edition. About Print-on-Demand charts or contact help@NauticalCharts.gov, or OceanGrafix.com.

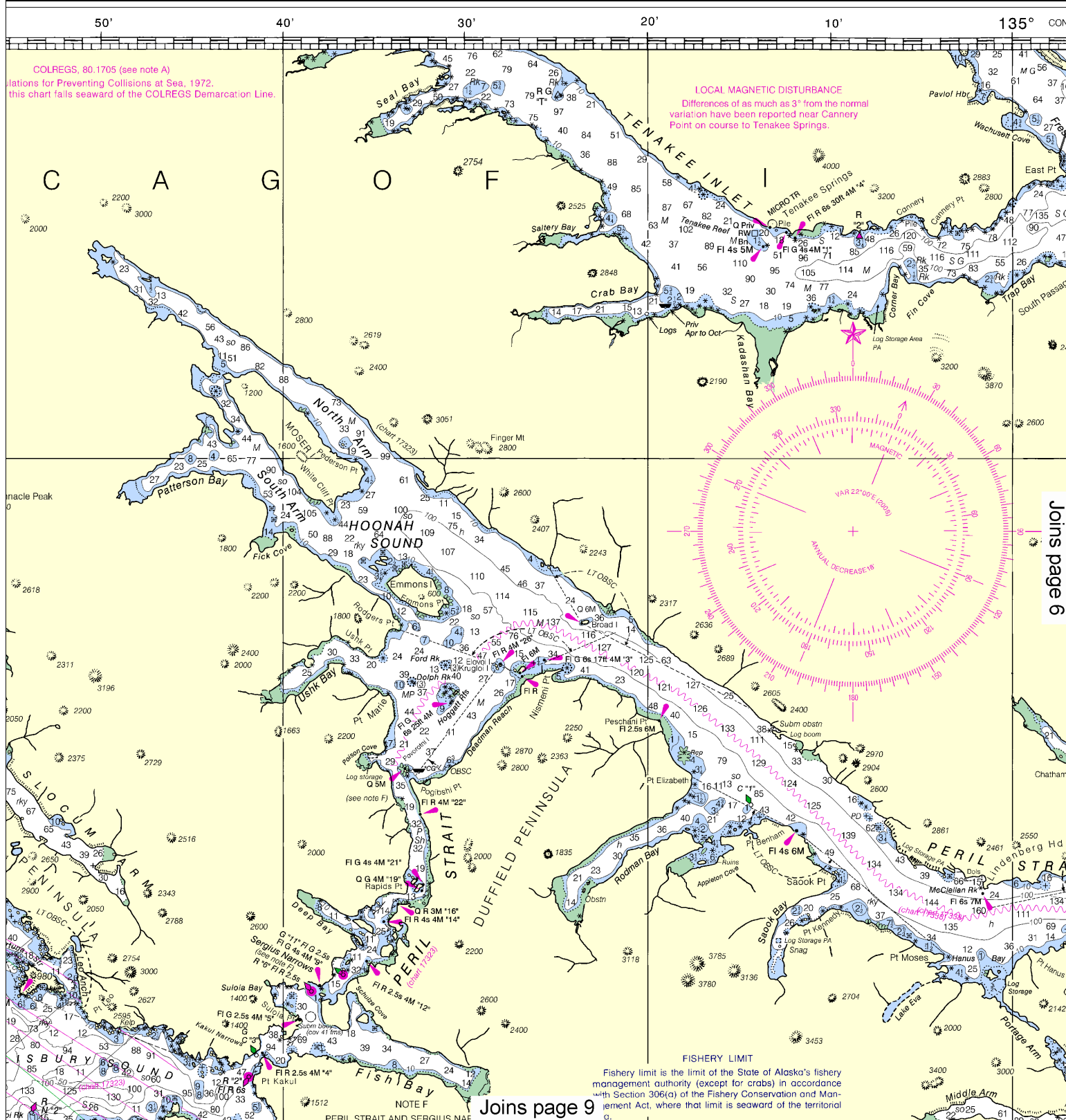


Note: Chart grid lines are aligned with true north.

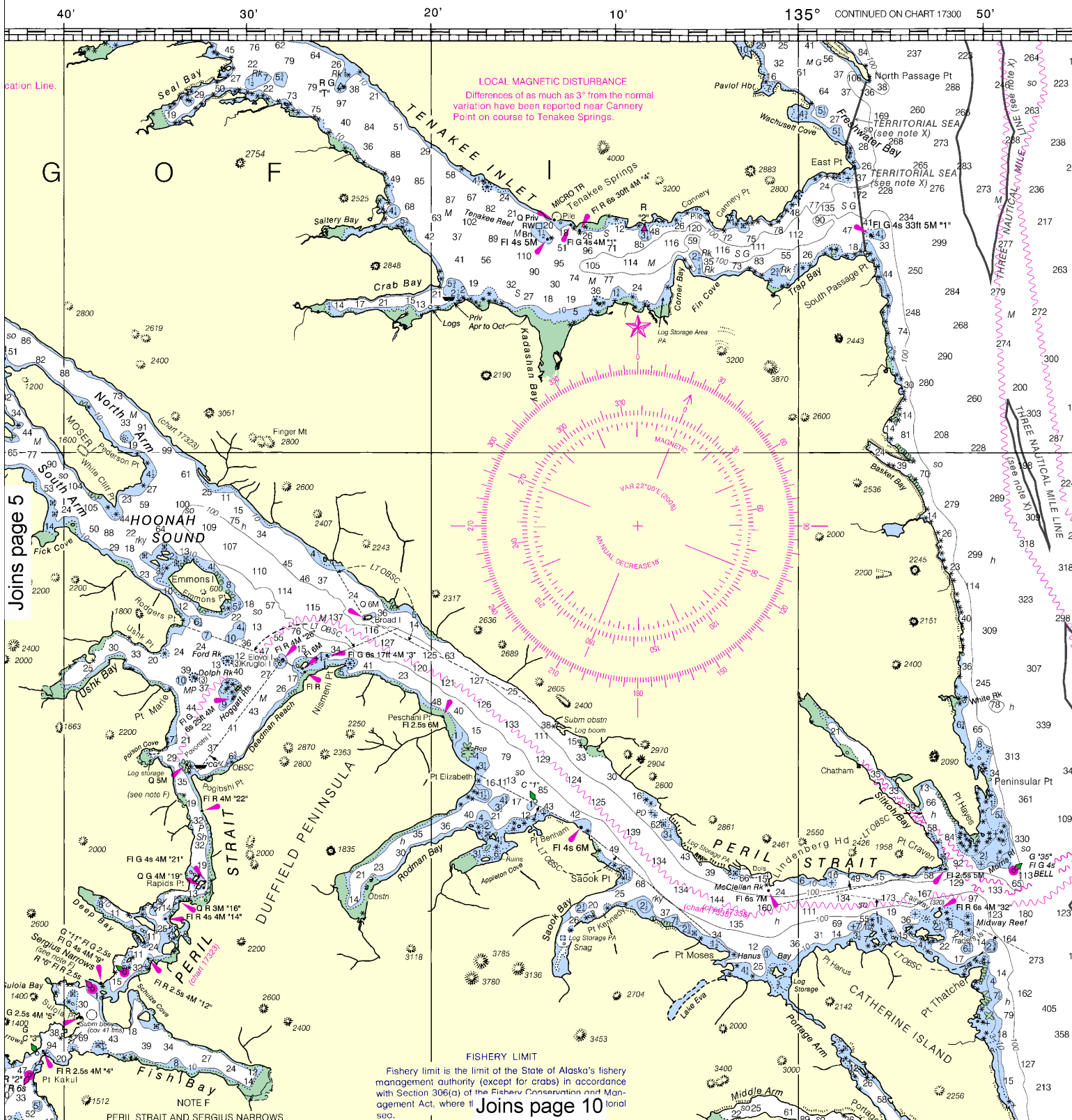
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For this chart updated weekly by NOAA for Notices to Mariners
 when ordered using Print-on-Demand technology. New
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Formerly C&G 8252, 1st Ed., Feb. 1936 C-1936-447 KAPP 2644



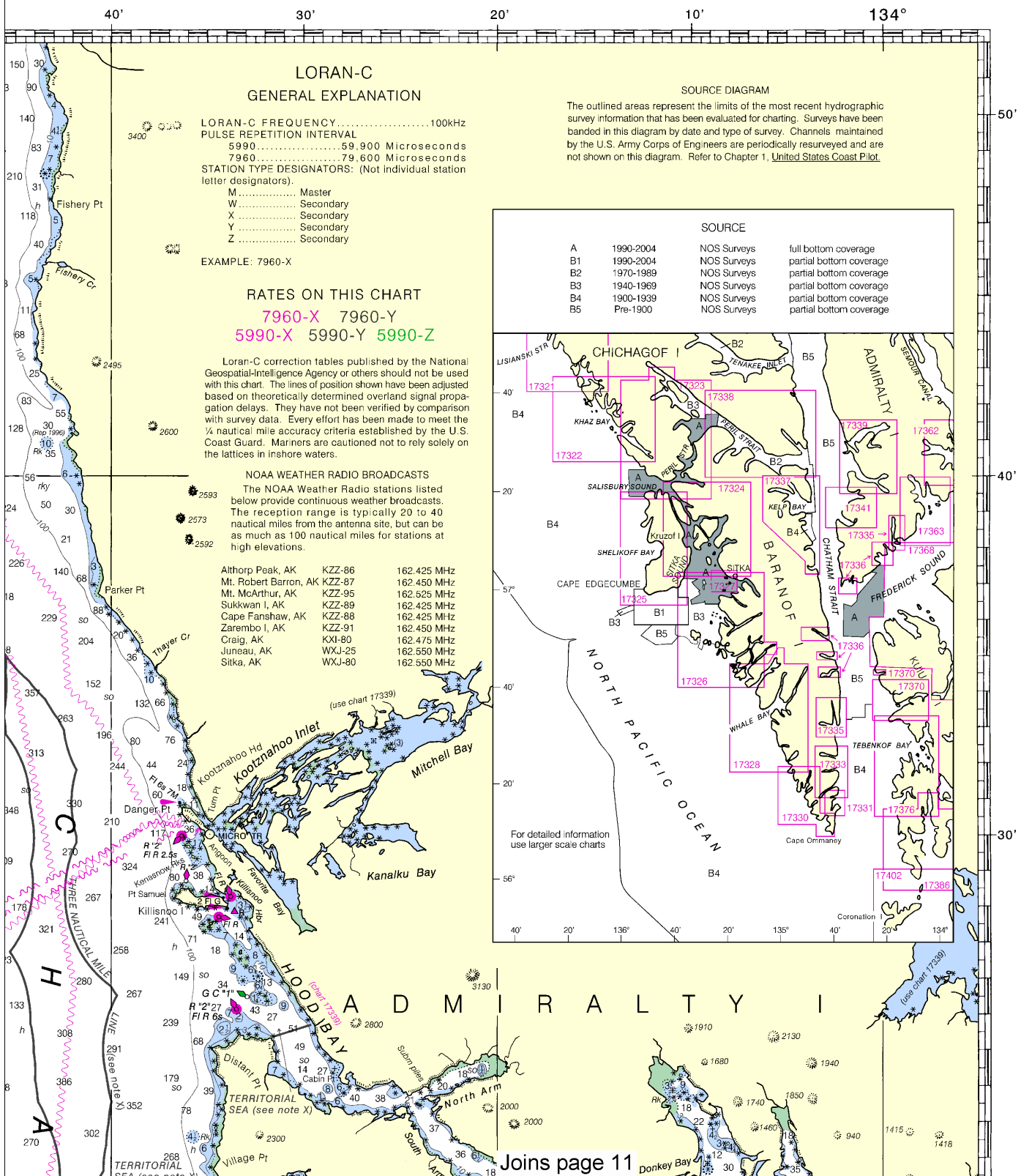
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 The new scale is 1:290437. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



SOUNDINGS IN FATHOMS

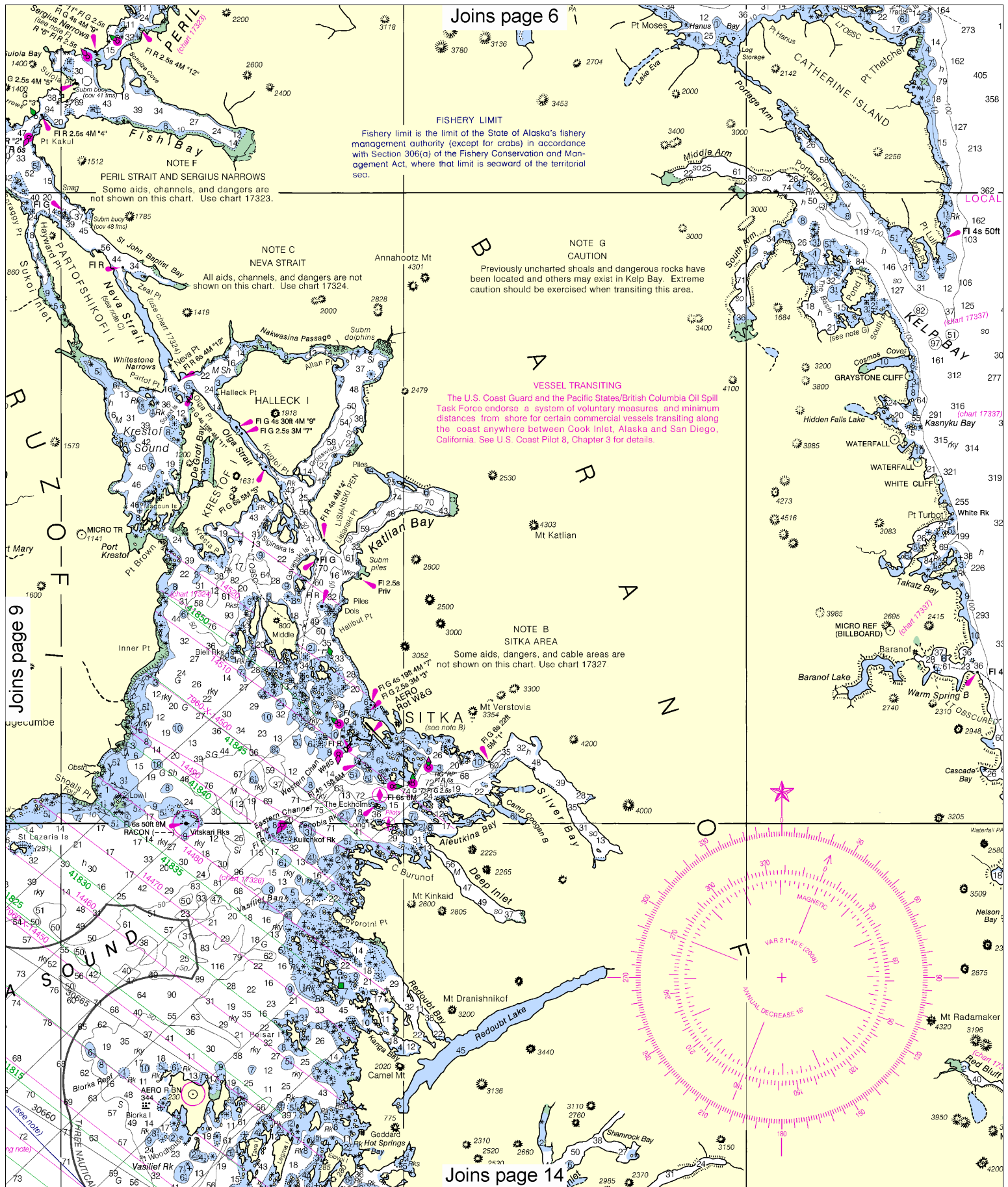
17320

LORAN-C OVERPRINTED



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0613 2/5/2013,
 NGA Weekly Notice to Mariners: 0713 2/16/2013,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.





Joins page 6

FISHERY LIMIT

Fishery limit is the limit of the State of Alaska's fishery management authority (except for crabs) in accordance with Section 306(a) of the Fishery Conservation and Management Act, where that limit is seaward of the territorial sea.

**NOTE G
CAUTION**

Previously uncharted shoals and dangerous rocks have been located and others may exist in Kelp Bay. Extreme caution should be exercised when transiting this area.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 8, Chapter 3 for details.

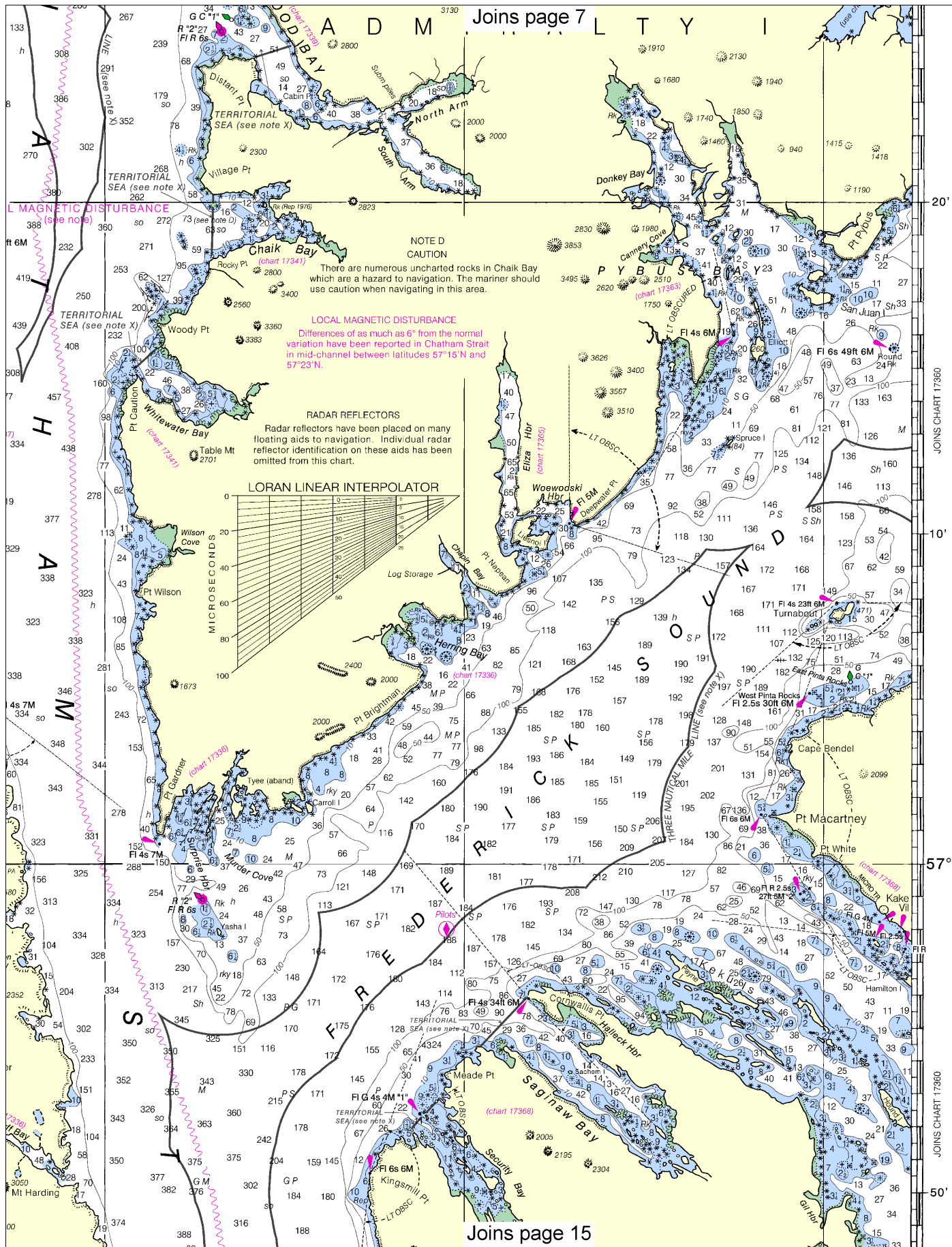
**NOTE B
SITKA AREA**

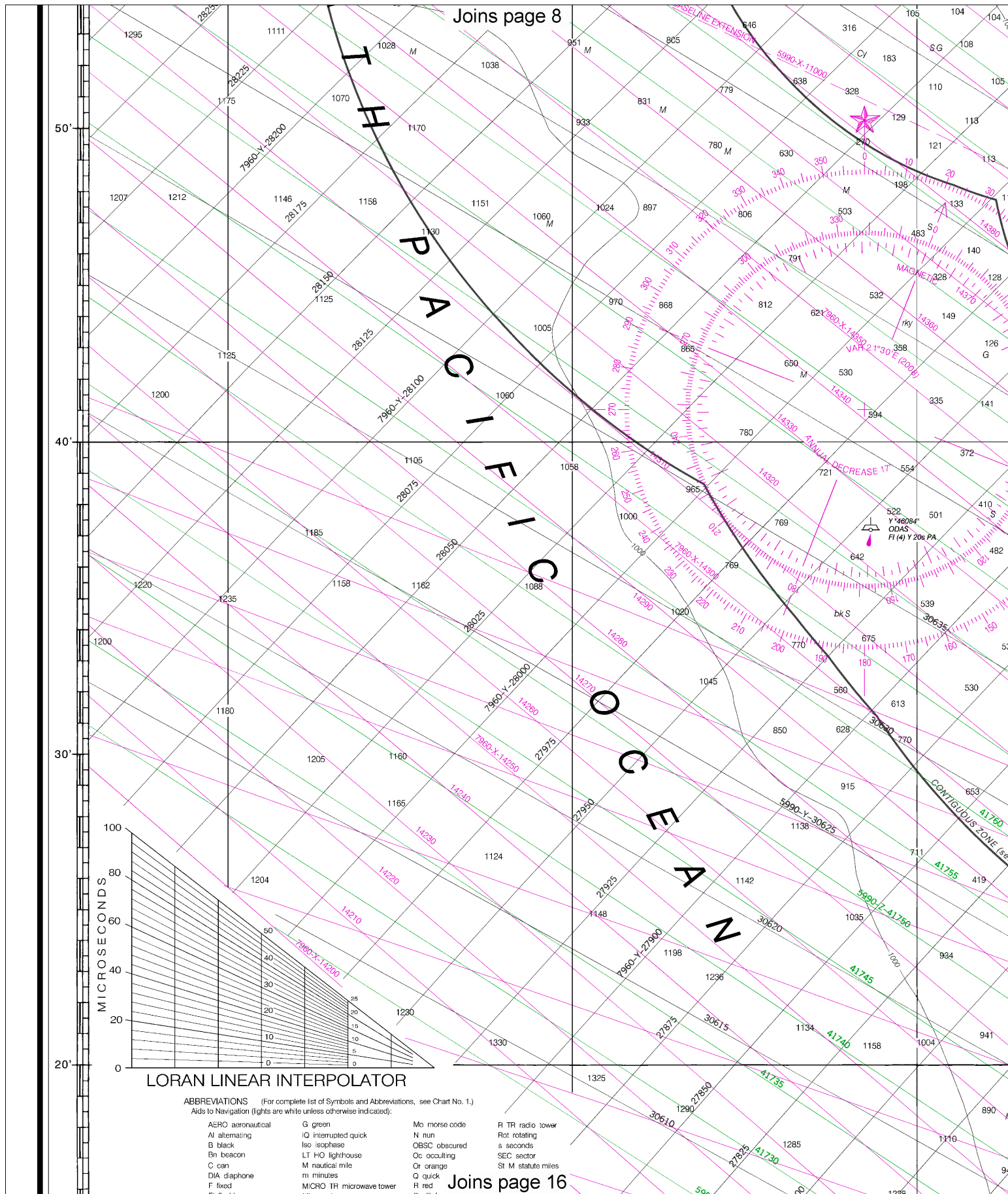
Some aids, dangers, and cable areas are not shown on this chart. Use chart 17327.

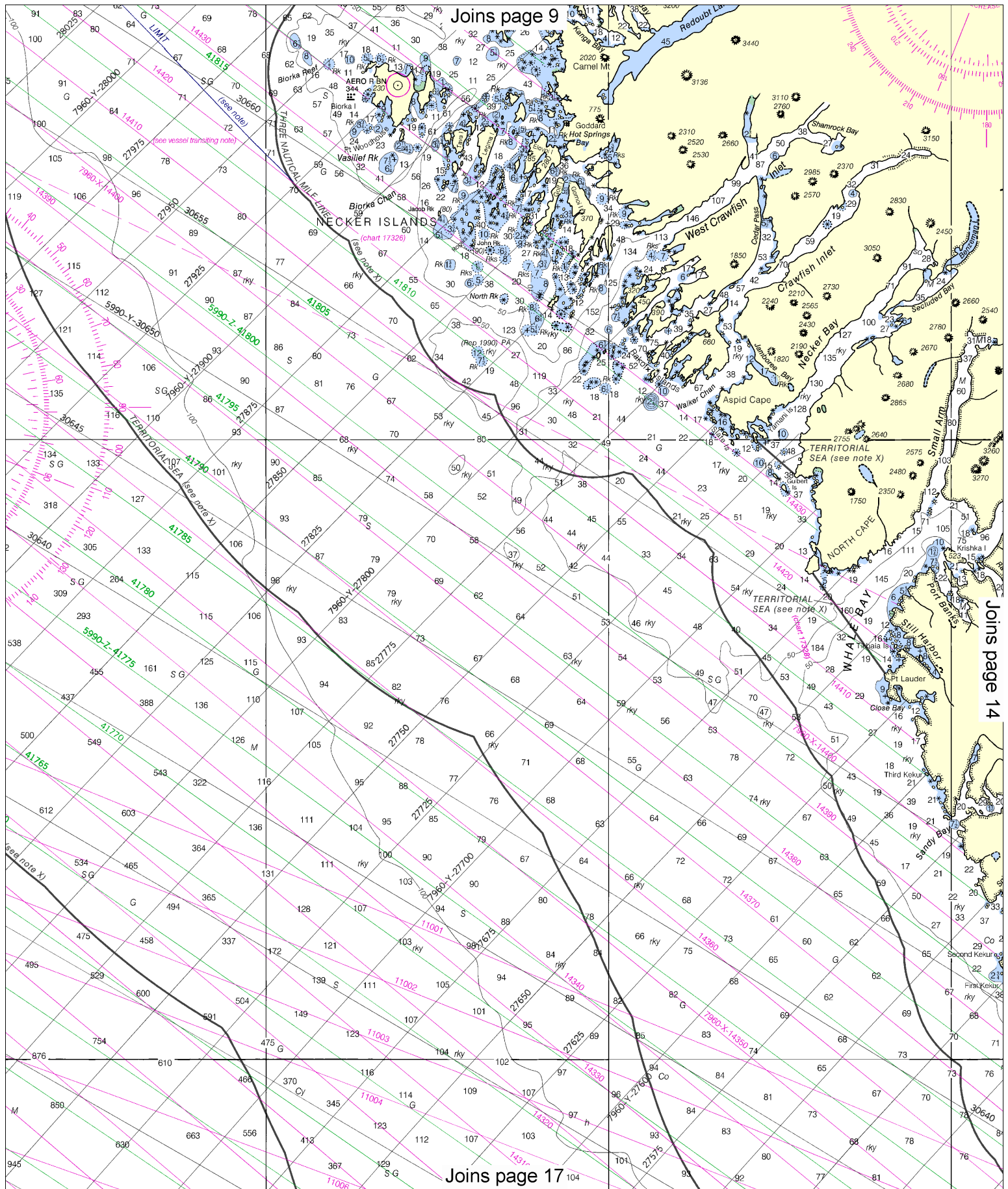
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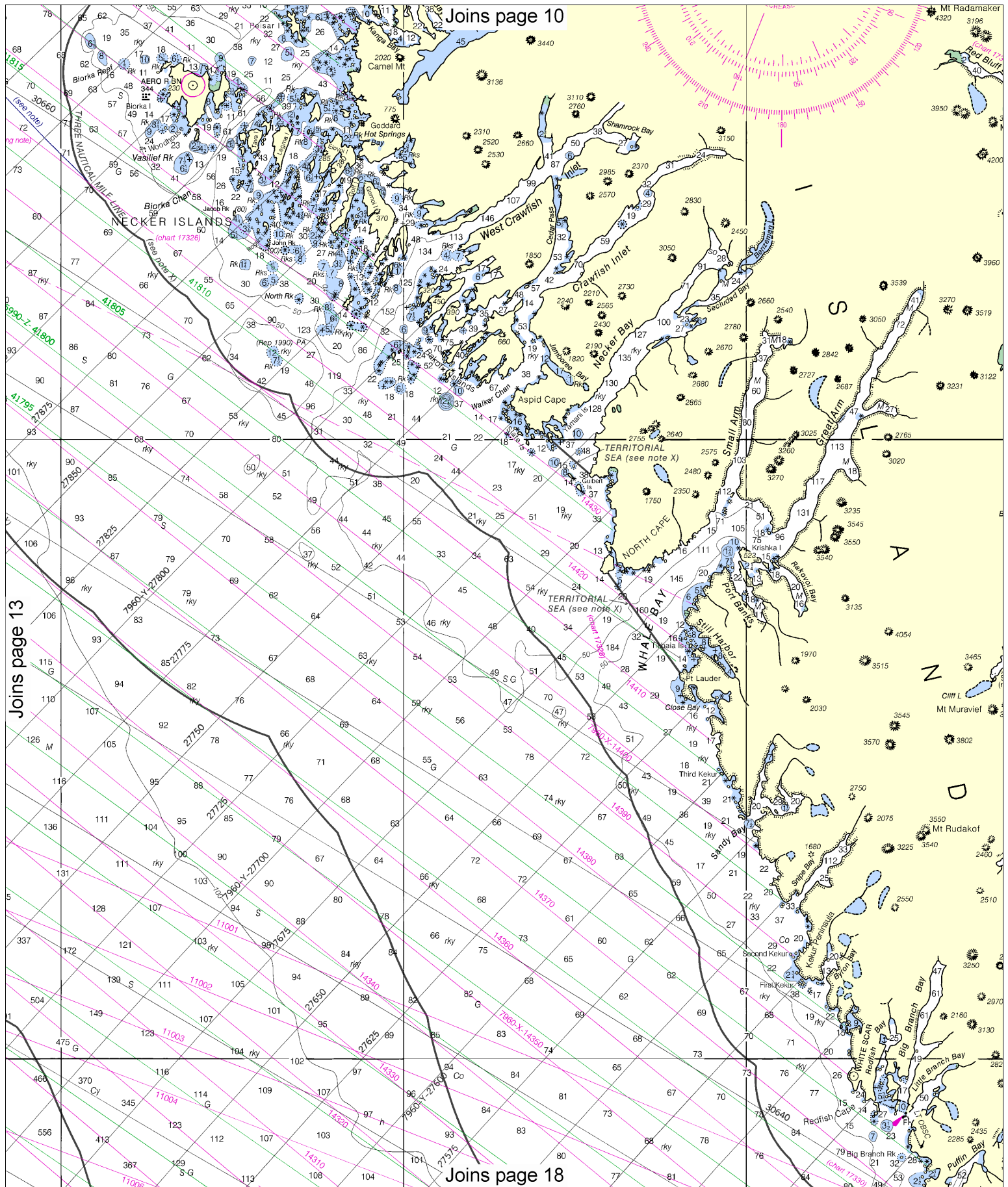
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Note: Chart grid lines are aligned with true north.





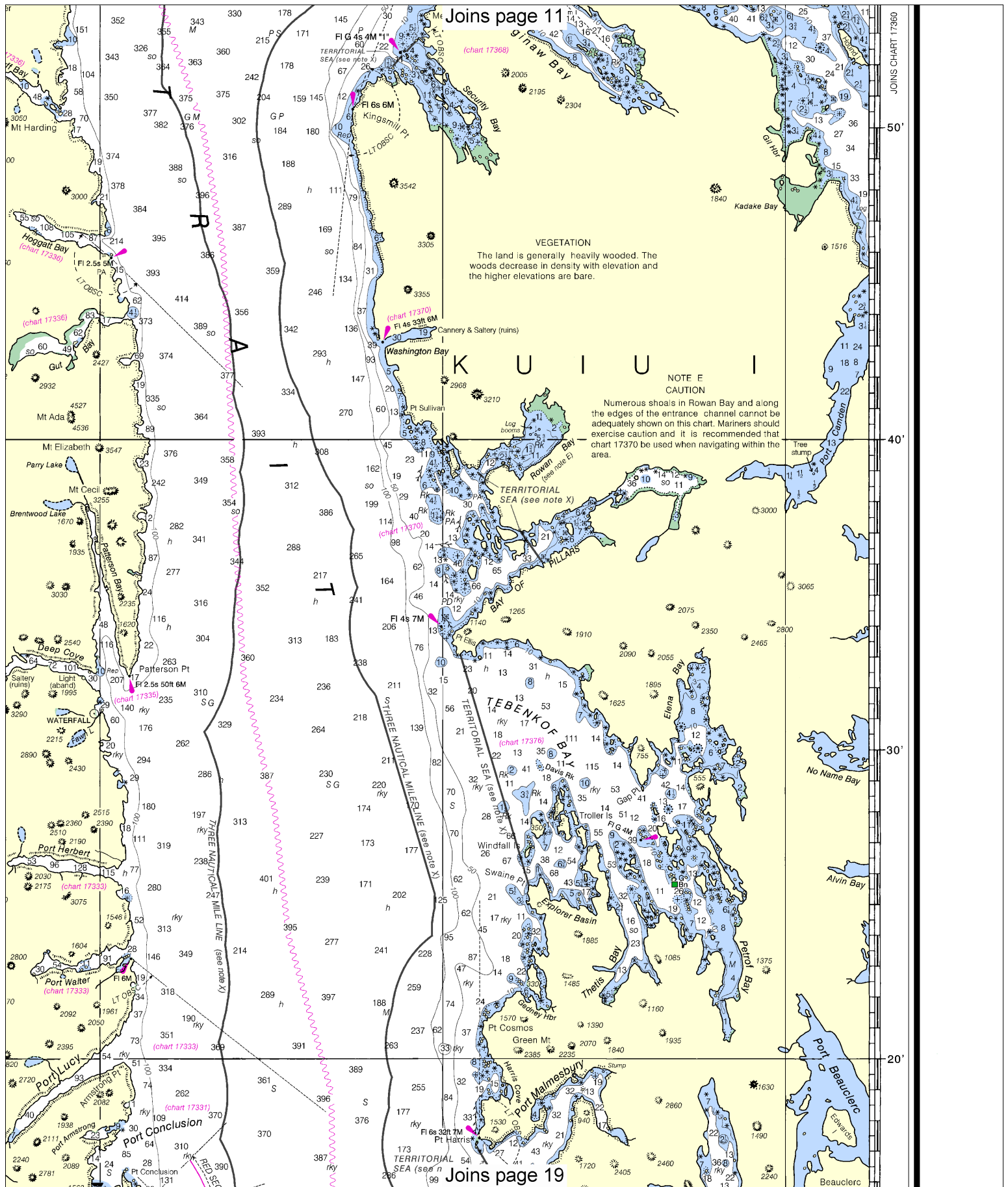




Joins page 10

Joins page 13

Joins page 18



LORAN LINEAR INTERPOLATOR

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT LHO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.281" southward and 6.375" westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation on section numbers.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

CORONATION ISLAND TO LISIANSKI S

Mercator Projection
Scale 1:217,828 at Lat 57°00'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

18th Ed., Mar./08 ■ Corrected through NM Mar. 01/08
Corrected through LNM Mar. 04/08

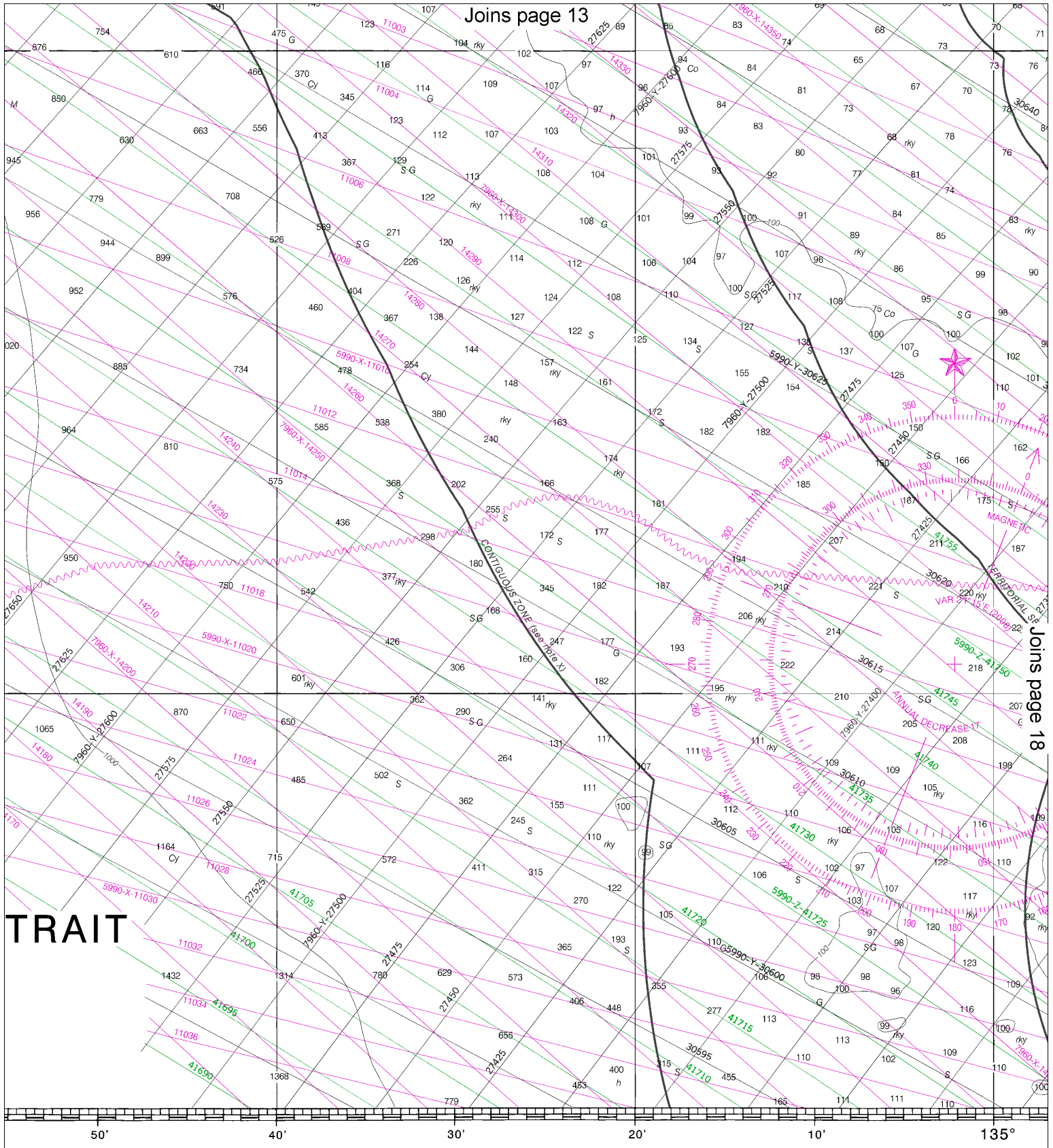
17320

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

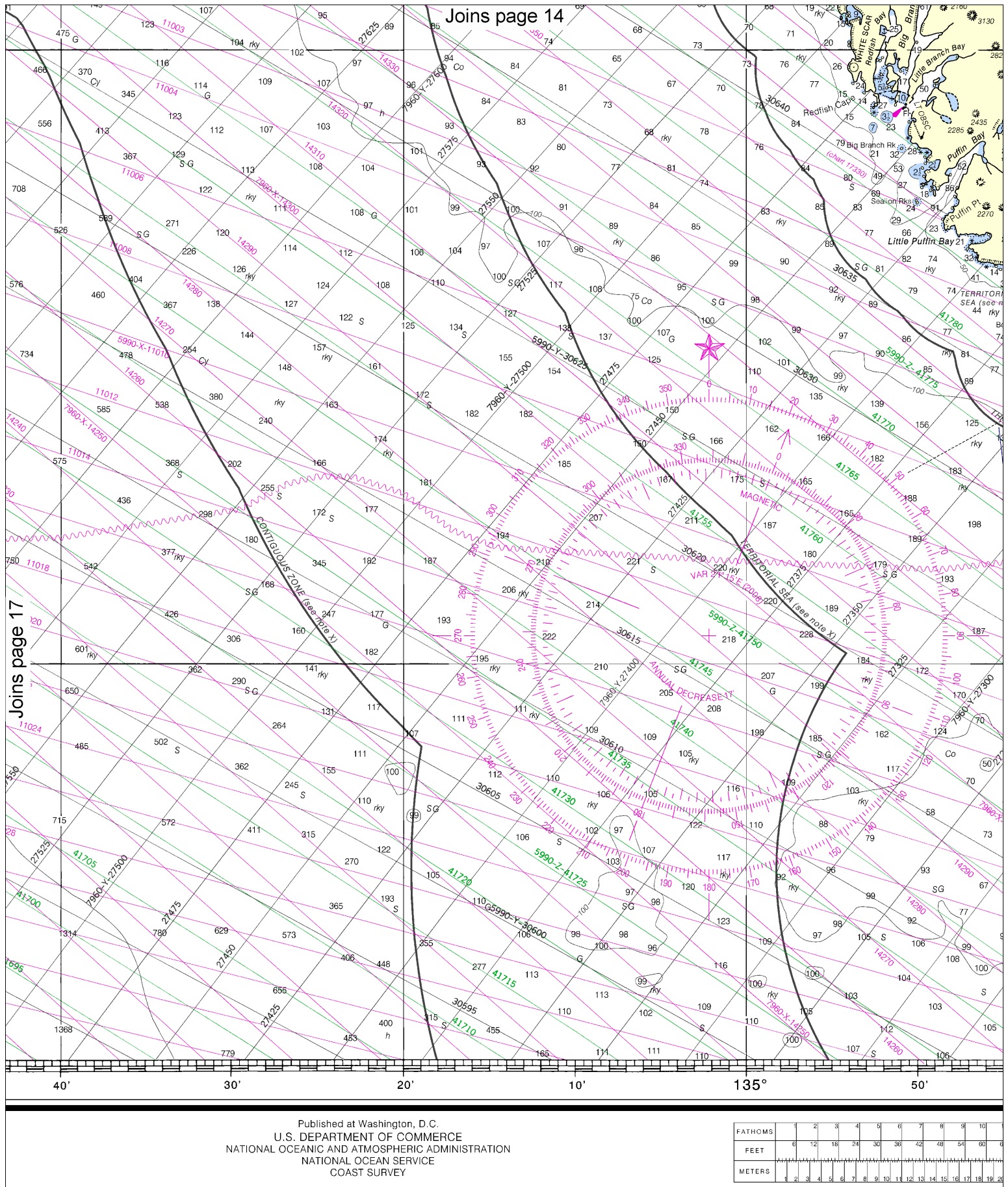
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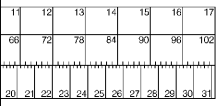
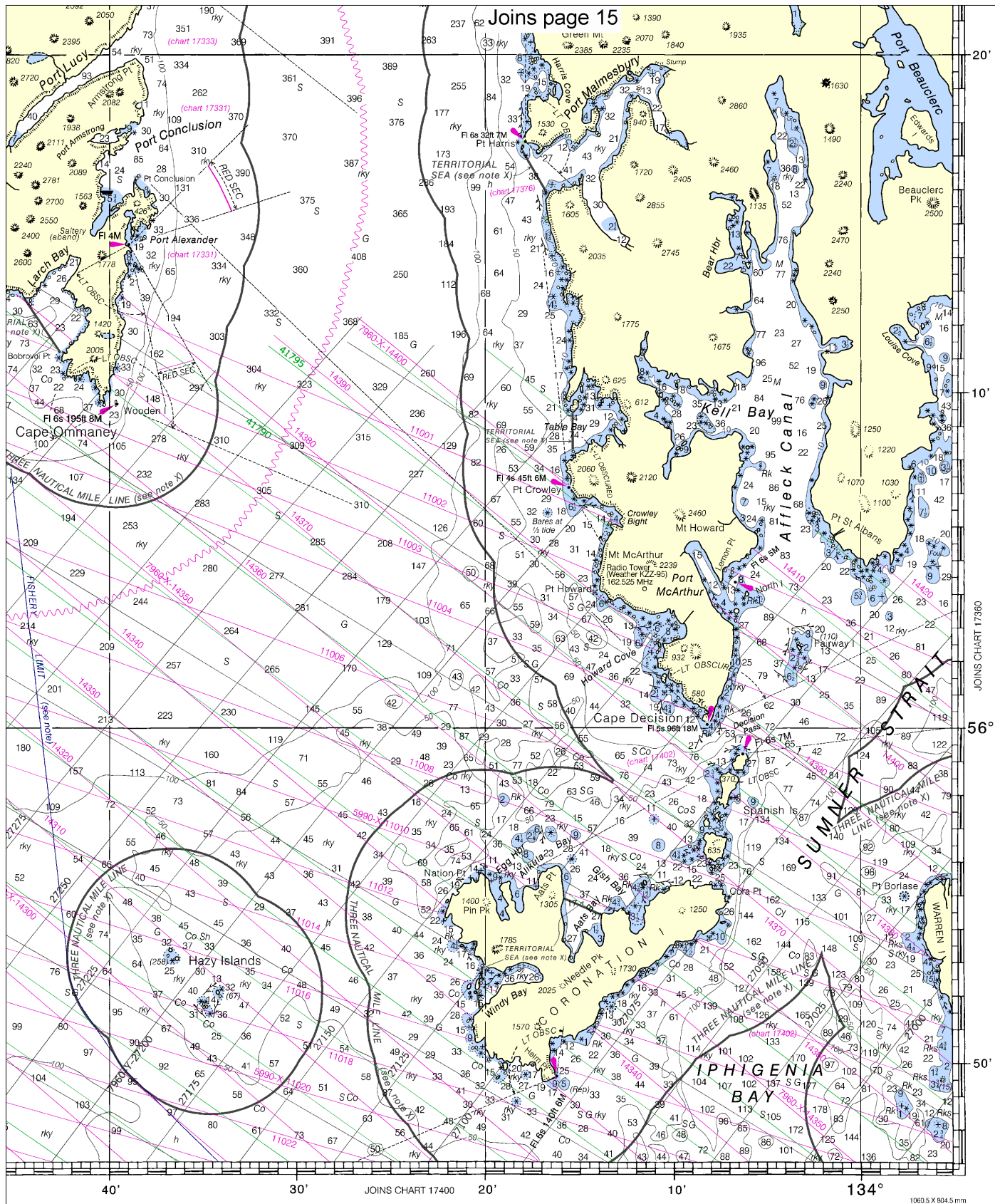
FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1.2



Note: Chart grid lines are aligned with true north.



Coronation Island to Lisianski Strait
SOUNDINGS IN FATHOMS - SCALE 1:217,828

17320
LORAN-C OVERPRINTED

NSN 764201401137
NGA REFERENCE NO. 1740017320
ED. NO. 18



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

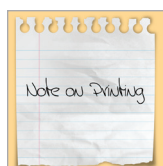
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
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Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker